T-516

1. NAME OF PROPERTY

Historic Name: *EDNA E. LOCKWOOD*

Other Name/Site Number: Chesapeake Bay 9-log Sailing Bugeye *Edna E. Lockwood*

2. LOCATION

Street & Number: Navy Point, foot of Mill Street Not for publication: N/A

City/Town: St. Michaels Vicinity: N/A

State: MD County: Talbot Code: 024 Zip Code: 21663

3. CLASSIFICATION

Ownership of Property	Category of Property
Private: X	Building(s): ___
Public-Local: ___	District: ___
Public-State: ___	Site: ___
Public-Federal: ___	Structure: X
	Object: ___

Number of Resources within Property

Contributing	Noncontributing
___	___ buildings
___	___ sites
1	___ structures
___	___ objects
1	0 Total

Number of Contributing Resources Previously Listed in the National Register: 1

Name of Related Multiple Property Listing: N/A

4. STATE/FEDERAL AGENCY CERTIFICATION

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this ____ nomination ____ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ____ meets ____ does not meet the National Register Criteria.

_____ _____
Signature of Certifying Official Date

_____
State or Federal Agency and Bureau

In my opinion, the property ____ meets ____ does not meet the National Register criteria.

_____ _____
Signature of Commenting or Other Official Date

_____
State or Federal Agency and Bureau

5. NATIONAL PARK SERVICE CERTIFICATION

I hereby certify that this property is:

___ Entered in the National Register _____
___ Determined eligible for the National Register _____
___ Determined not eligible for the National Register _____
___ Removed from the National Register _____
___ Other (explain): _____

_____ _____
Signature of Keeper Date of Action

FUNCTION OR USE

Historic:	Transportation	Sub:	Water-related
Current:	Transportation	Sub:	Water-related

7. DESCRIPTION

ARCHITECTURAL CLASSIFICATION: N/A

MATERIALS:

Foundation:	(lower hull) Wood log
Walls:	(upper hull) Wood plank
Roof:	(deck) Wood plank
Other:	(superstructure) Wood plank

Describe Present and Historic Physical Appearance.

Edna E. Lockwood is a 9-log sailing bugeye (double-ended multi-log hulled oyster dredging vessels with two masts and three sails), official number 136088, homeported in St. Michaels, Talbot County, Maryland, in the same county where she was built by master boat builder John B. Harrison on Tilghman Island in 1889. *Lockwood* is 53 feet, 6 inches long, has a 15-foot, 3-inch maximum beam, and a 2-foot, 7-inch draft. Her wide beam and shoal draft are ideally suited to dredging oysters from the waters of the Chesapeake Bay. Her most significant feature, her log bottom, is original to 1889. She is the only surviving bugeye to maintain integrity of sailing rig and working appearance.

HULL

Lockwood's bottom is constructed of nine logs of Tilghman Island hand hewn heart pitch pine. The hull is 6 inches thick at the center or keel log and tapers to 2½-inch thickness at the outermost edges of the wing logs. The keel log is the heaviest, which helps in stabilizing the craft. The logs, four on each side of the keel log are fastened together with wrought iron bolts. The overall shape of the hull is round bottomed, with a sharp stern making her double ended. This is a configuration common to Bay canoes which were derived from Indian one-log canoes.

The hull is framed and planked above the logs to add freeboard. Oak transverse frames spaced on 2-foot centers run from the keel log to the uppermost or sheer strake of planking, and measure 2¼ by 5½ inches. Hull planking above the wing logs is 1½-inch-thick pine excepting the sheer strake which is 2¼-inch by 8-inch oak. The sheer strake is 65 feet long on each side, and is reinforced below decks by 21 hackmatack knees. All hull construction is drifted together using galvanized iron bolts, excepting the original ungalvanized bolts securing the log bottom.

A wooden centerboard allows better handling to windward under sail. The centerboard is pivoted at its lower forward corner to allow it to be raised and lowered in the well of the centerboard trunk as water depth and wind conditions allow. The centerboard trunk is built up of pine, molded 3½ inches, and fastened to the keel log by head blocks molded 4 feet and sided 12 feet.

DECK

Deck beams of pine, sided 3 inches and molded 5 inches, spaced on 2-foot centers support the hatches, mast steps, and deckhouse. The deck keeps water out of the hull and provides structural strength to the hull. A pair of 3½-inch by 4-inch oak boards called the king plank reinforce the bow, extending from the stem to the hatch coaming behind the foremast. Covering boards of oak seated in bedding compound surround the edges of the deck above the sheer strake. Decking is laid fore and aft, of 2¼-inch by 4-inch fir, seated in bedding compound with galvanized nails. Decking is secured to the king plank, covering boards, and deck beams.

A construction detail common to most bugeyes is the very sharp canoe stern, nearly as narrow as the bow. The deck at the stern is given more work space by a "patent stern" which extends out beyond the hull. The patent stern is framed of oak and drifted to the stern post, sheer strake, and covering boards.

The main hatch is located amidships between the masts, and a cabin is located aft of the mainmast. Cabin and hatch coamings are of oak drifted to the heavy deck beams and to heavy oak flooring attached to the keel log. Hatches are of cedar, while cabin planking is of 2-inch pine.

RIG

Lockwood is rigged with two masts which support a simple rig of three triangular leg-of-mutton sails. Masts are single trimmed pine trees; the foremast is 12 inches in diameter at the deck and is 50 feet high, the mainmast is 9 inches in diameter and 46 feet high. Both are stepped in boxes of oak framing fastened to the keel log. Masts are raked in traditional Chesapeake Bay fashion at an angle of roughly 15 degrees, or 13 inches for every six vertical feet. This extreme rake allowed easier reefing, facilitated unloading the hold from a hoist positioned on the mast, and most importantly kept the center of force exerted by the sail roughly constant no matter how much sail was unfurled. Standing rigging consists of galvanized wire stays without spreaders for each mast, wire jibstays and bowsprit shrouds, and chain bobstays. Running rigging is of hemp, with jib, fore, and mainsheets all on travellers.

Her triangular "leg of mutton" sails were easy to handle under dredging conditions, and could be easily reefed or taken down in sudden storms for which the Chesapeake is well known. The original canvas sails are replaced with Dacron, with areas of 494.56 square feet (jib), 594.74 square feet (fore), and 624.49 square feet (main), a total of 1713.79 square feet of sail.

OYSTERING GEAR

Originally *Lockwood* was outfitted with hand-powered oyster dredge winders. The winders were fastened to the deck aft on each side. Sometime before 1910, the hand winders were replaced with power dredge winders. Mounted to the deck amidships this technological improvement, made possible by the internal combustion engine, removed much of the back-breaking aspect of oyster dredging and allowed larger dredges to be used. The original power winders are in the collections of the Chesapeake Bay Maritime Museum but have not been replaced on the deck of *Lockwood*.

CHANGES IN PHYSICAL APPEARANCE

Sometime before 1910, a "patent stern," wheel steering gear, and power dredges were added to *Lockwood*. These were technological improvements which were adapted by most dredge boats on the Chesapeake and have long been accepted as the standard equipment of the type. The Chesapeake Bay Maritime Museum acquired *Lockwood* in 1973 in near sinking condition. The museum began restoration of the vessel in 1975 and relaunched her in 1979. Naval architect John Lord documented her appearance before work began to insure accuracy

of the restoration. Master boat builder Maynard Lowery, also from Tilghman Island where her original builder resided, supervised the crew. Restoration was conducted using the techniques of her original construction and in accordance with Lord's plans.

Lockwood was restored to her 1910 physical appearance with a patent stern. Her steering gear as well as some of her wire standing rigging was re-utilized. The only changes made to the construction were designed to strengthen the ancient hull. Partial frames were replaced with full frames extending from the keel log to the sheer strake. Heavier structural members, such as the king plank, were fitted in a few areas. Galvanized metal fastenings replaced corroded iron drifts and spikes and modern wood preservatives were applied throughout. The carefully documented restoration efforts, carried out using traditional boat building technology and skill, have returned the vessel to working condition while maintaining as much as possible of its historical physical appearance, materials, and construction.

Lockwood, like all old working vessels, was subjected to heavy wear and deterioration, and has undergone constant maintenance and repair throughout her career. The workmanship of Harrison and the care of her subsequent owners are testimony to her survival today.

8. STATEMENT OF SIGNIFICANCE

Certifying official has considered the significance of this property in relation to other properties:
Nationally: X Statewide:___ Locally:___

Applicable National Register Criteria: A X B___ C X D___

Criteria Considerations (Exceptions): A___ B___ C___ D___ E___ F___ G___

NHL Criteria: 1, 4

NHL Theme(s): XIV. Transportation
B. Ships, Boats, Lighthouses, and Other Structures

XII. Business
A. Extractive or Mining Industries
5. Fishing and Livestock

Areas of Significance: Maritime History
Transportation
Commerce
Architecture (Naval)

Period(s) of Significance: 1889-1943, 1889-1910

Significant Dates: 1889

Significant Person(s): N/A

Cultural Affiliation: N/A

Architect/Builder: John B. Harrison

State Significance of Property, and Justify Criteria, Criteria Considerations, and Areas and Periods of Significance Noted Above.

Edna E. Lockwood is the last Chesapeake Bay bugeye to retain her sailing rig and working appearance, and is the only unaltered representative of the fleet which once harvested the Chesapeake oyster fishery. Her maritime architectural significance is vested in her multi-log hull, one of the largest in existence. Log construction is derived from Indian log canoes, and has been called the only truly indigenous hull form in the United States.
Her commercial significance begins with her design tailored to oyster dredging. *Lockwood* dredged every oyster season from 1889 to 1967. During this period she witnessed both the height of oyster harvests in the United States and a two-thirds decline in the fishery by the time of her retirement. In the summer *Lockwood* and most other bugeyes hauled produce and lumber from the Bay watershed to urban markets such as Washington, D.C., Norfolk, and Baltimore. With the decline of the oyster populations and with transportation of produce being taken over by trucks, most bugeyes were abandoned or converted to power.

Edna E. Lockwood is the only survivor of her type which has preserved her sailing rig and working appearance. Today *Lockwood* represents an unusual log or "chunk" style of shipbuilding technology practiced nowhere else in the world.

THE DEVELOPMENT AND IMPORTANCE OF THE CHESAPEAKE BUGEYE

After the Civil War and the repeal of the 1820 ban on dredging for oysters in Maryland waters, the demand for powerful dredge boats brought in the era of the bugeye. The pungy, a Chesapeake Bay schooner dating from about 1840, had been the first vessel type used for dredging. Watermen soon realized, however, that these relatively deep drafted keel schooners were not particularly suited for oystering. The oyster beds in shallow water required shallow draft vessels. A few builders attempted to adapt pungies by removing the keel and installing a centerboard. These pungies, called "she pungies," were not built in great numbers. Sharp edged oyster shells also quickly damaged the hold ceiling planking of these schooners. Pungies were soon replaced by a vessel which was easier to handle, more robust in construction, and cheaper to build--the shallow-draft bugeye schooner.

The height of bugeye development was from the late 1860s and early 1870s to the beginning of this century. During this period the oyster production in the United States reached its zenith, and it was the bugeye that did most of the harvesting. No other oyster vessel type in the world harvested more oysters than the bugeye. Bugeyes averaged on deck lengths of 50 to 60 feet, although lengths of as short as 30 feet and as long as 85 feet have been registered. Breadths of 10.2 feet to 23.8 feet and depths of 2.6 feet to 6.0 feet are typical.[1]

The thick log bottoms of bugeyes were ideally suited for hauling oysters. Ironically, the bugeye was replaced by the skipjack around the turn of the century as oyster harvests continued to decline. Large trees conveniently located near the shipbuilding yards were disappearing and it became difficult to get the logs needed for the construction of the bugeye

---

1 William A. Baker. "The Preservation of Chesapeake Bay Watercraft". The Society of Naval Architects and Marine Engineers, 1977, pp. 47-48.

hull type. A few builders experimented with frame-and-plank-built bugeyes. It was easier and cheaper, however, to build the smaller, shallow "V" bottom, hard chine or square bilge centerboard sloops called skipjacks.

As the oyster harvest declined, the skipjack slowly replaced the bugeye as the predominate oyster dredging vessel type on the Chesapeake Bay. While the bugeye was considered a Chesapeake Bay type, numerous bugeyes also worked the Delaware Bay where a few survivors still work, although long converted to power.

After the Second World War conditions drastically turned against the bugeye. The oyster harvests continued to decline, and the smaller plank-built skipjacks offered watermen and owners a larger profit margin than the more operationally expensive bugeyes. At the same time, improved roads and trucking lines captured the summer produce and lumber shipping trade, removing half the year's livelihood for the bugeye investors and crew. The sail bugeyes quickly succumbed to this double impulse. Most were converted to powered oyster buy-boats or crab dredge boats, or simply abandoned. During this period, *Lockwood* continued to sail under captain Ivy McNamara for her owner, J. H. Wingate.

CONSTRUCTION AND CAREER OF *EDNA E. LOCKWOOD*

Master boat builder John B. Harrison was only 24 when he built *Lockwood*, yet this bugeye was already the 7th of 18 he eventually constructed. She was probably built on Chicken Point at the southeast end of Knapps Narrow.[2] Chesapeake Bay historian M. V. Brewington asserts that Harrison's craft "certainly exceeded the average bugeye in speed and beauty."[3] *Lockwood* exemplifies the characteristics of the type. She was designed with a shoal draft and centerboard for working the shallow waters of the Chesapeake, and with broad beam for the dual tasks of handling the large oyster dredge gear and stowing oysters for transport to shucking or canning houses.

Lockwood was built for Daniel W. Haddaway of Tilghman Island, a neighbor of Harrison. From October 5, 1889, until August 20, 1892, Haddaway dredged with *Lockwood* out of Tilghman Island until he sold her to James A. Roe and Richard T. Richardson. On October 9, 1895, Roe bought out Richardson, reselling *Lockwood* on August 14, 1896. Up until this time *Lockwood* operated out of Tilghman Island, but the new owner, John F. Tall, moved her to Cambridge, Maryland, on the Choptank River. It was soon after this move that *Lockwood* got her patent stern, new wheel steering gear system, and powered dredge winder. Thus it was under Tall's ownership that *Lockwood* took on the classic bugeye appearance which she alone today retains.

---

2 Richard J. Dodds and Pete Lesher, editors, *A Heritage in Wood: The Chesapeake Bay Maritime Museum's Small Craft Collection*. St. Michaels, Maryland: Chesapeake Bay Maritime Museum, 1992, p. 34.

3 Marion V. Brewington, *Chesapeake Bay Bugeyes*, Newport News, Virginia: The Mariner's Museum, 1941, p. 64.

On April 28, 1910, Tall sold *Lockwood* to William H. Warfield. Warfield sold her to J. Hilleary Wingate on May 10, 1912, but on April 26, 1913, both Wingate and Warfield became half owners. Wingate again became sole owner until he sold her to Nettie Wingate on October 26, 1955. From 1910 until 1923, *Lockwood* was homeported out of Baltimore, and from 1923 to 1993 she was homeported out of Cambridge, Maryland.[4] It was under the ownership of Wingate and Warfield that *Lockwood*, in addition to oyster dredging, entered the summer produce hauling trade.

Throughout the first half of this century the Bay workboats remained the cheapest way for shoreline farmers to ship and market produce, fostering an extensive water-dependent transportation system and economy. Dozens of boats would tie up every day at Baltimore's Long Wharf or Main Street Washington, D.C., to unload fresh foodstuffs and attempt to contract return consignments of coal or supplies for the isolated Bay communities. *Lockwood* and her sister vessels flourished in this seasonal activity during the 1920s and 1930s.

Nettie Wingate sold *Lockwood* to William Jones, Jr., on September 19, 1956, who then sold her to John Robin Kimberly who employed her in dredging during the 1966 and 1967 seasons. But many years of hard work had taken their toll. The hull was too weak to dredge without a major rebuilding. John Kimberly gave her to the Chesapeake Bay Maritime Museum on May 17, 1973.

It should be noted that the owners were not necessarily the masters of the vessel. Attached is a list of homeports, owners, and masters during the working career of *Lockwood*. When the museum relaunched *Lockwood*, Mrs. John B. Harrison, second wife of Harrison, was present. Despite much effort the identity of Edna E. Lockwood is unknown.

In addition to *Lockwood* being used as a static floating interpreted exhibit, she sails about the Bay as an ambassador to the museum attending festivals and special events such as the annual Cheapeake Appreciation Days celebration. In this manner new crews are being taught how to sail and maintain the Bay's last unmodified sailing bugeye.

---

4 The homeport is the vessel's documented location, usually the nearest port with a registry office—not necessarily where she usually is docked.

9. MAJOR BIBLIOGRAPHICAL REFERENCES

Baker, William A. "The Preservation of Chesapeake Bay Watercraft," The Society of Naval Architects and Marine Engineers, paper presented at the Chesapeake sailing yacht symposium, Annapolis, Maryland, Jan. 15, 1977.

Brewington, Marion V. *Chesapeake Bay Bugeyes*. Newport News, Virginia: The Mariner's Museum, 1941.

_____. *Chesapeake Bay Log Canoes and Bugeyes*. Cambridge, Maryland: Cornell Maritime Press, 1963.

Burgess, Robert H. *Chesapeake Bay Sailing Craft* Pt. 1., Cambridge, Maryland: Cornell Maritime Press, 1975.

_____. *This Was Chesapeake Bay*. Centreville, Maryland: Tidewater Publishers, 1963.

de Gast, Robert. *The Oystermen of the Chesapeake*. Camden, Maine: International Marine Publishing Co., 1970.

Dodds, Richard J. and Pete Lesher, editors. *A Heritage in Wood: The Chesapeake Bay Maritime Museum's Small Craft Collection*. St. Michaels, Maryland: Chesapeake Bay Maritime Museum, 1992.

Kepner, Charles H. *The Edna E. Lockwood*. St. Michaels, Maryland: The Chesapeake Bay Maritime Museum, 1979.

McNamara, Vernon. Interview with Erik G. Ledbetter, Intern, Chesapeake Bay Maritime Museum. Given by phone, St. Michaels, Maryland. June 1985.

U.S. National Archives. Record Group #41: "Records of the Bureau of Marine Inspection and Navigation." Washington, D.C.: 1899-1918.

Wennersten, John R. *The Oyster Wars of the Chesapeake Bay*. Centreville, Maryland: Tidewater Publishers, 1981.

Previous documentation on file (NPS):

___ Preliminary Determination of Individual Listing (36 CFR 67) has been requested.
_X_ Previously Listed in the National Register.
___ Previously Determined Eligible by the National Register.
___ Designated a National Historic Landmark.
___ Recorded by Historic American Buildings Survey: #
___ Recorded by Historic American Engineering Record: #

Primary Location of Additional Data:

___ State Historic Preservation Office
___ Other State Agency
___ Federal Agency
___ Local Government
___ University
_X_ Other (Specify Repository): Chesapeake Bay Maritime Museum, St. Michaels, Maryland

10. GEOGRAPHICAL DATA

Acreage of Property: Less than one (1) acre.

UTM References:

	Zone	Easting	Northing
A	18	394090	4293700

Verbal Boundary Description:

All that area encompassed within the extreme length and breath of the vessel.

Boundary Justification:

The boundary incorporates the entire area of the vessel as she lays at her berth.

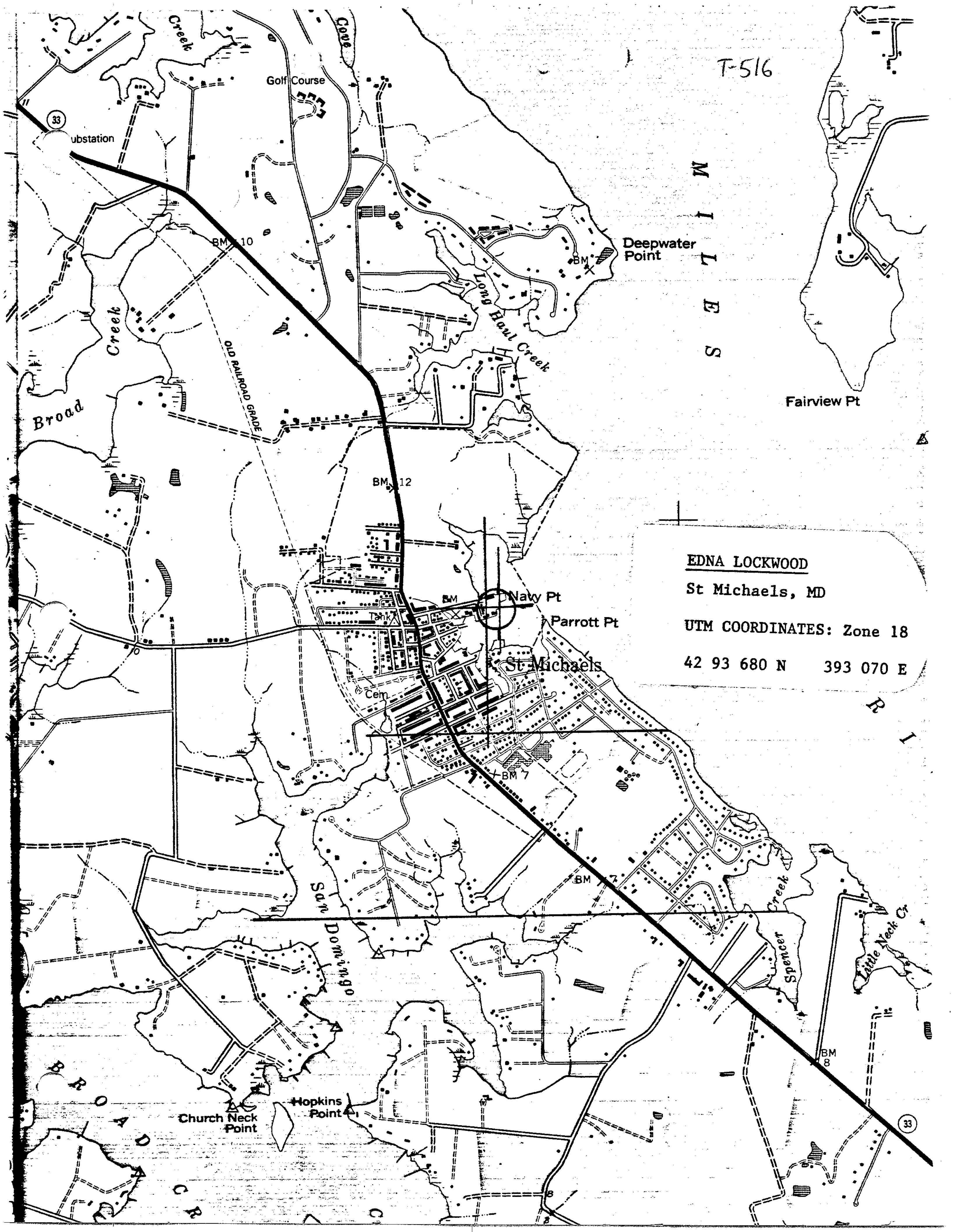
11. FORM PREPARED BY

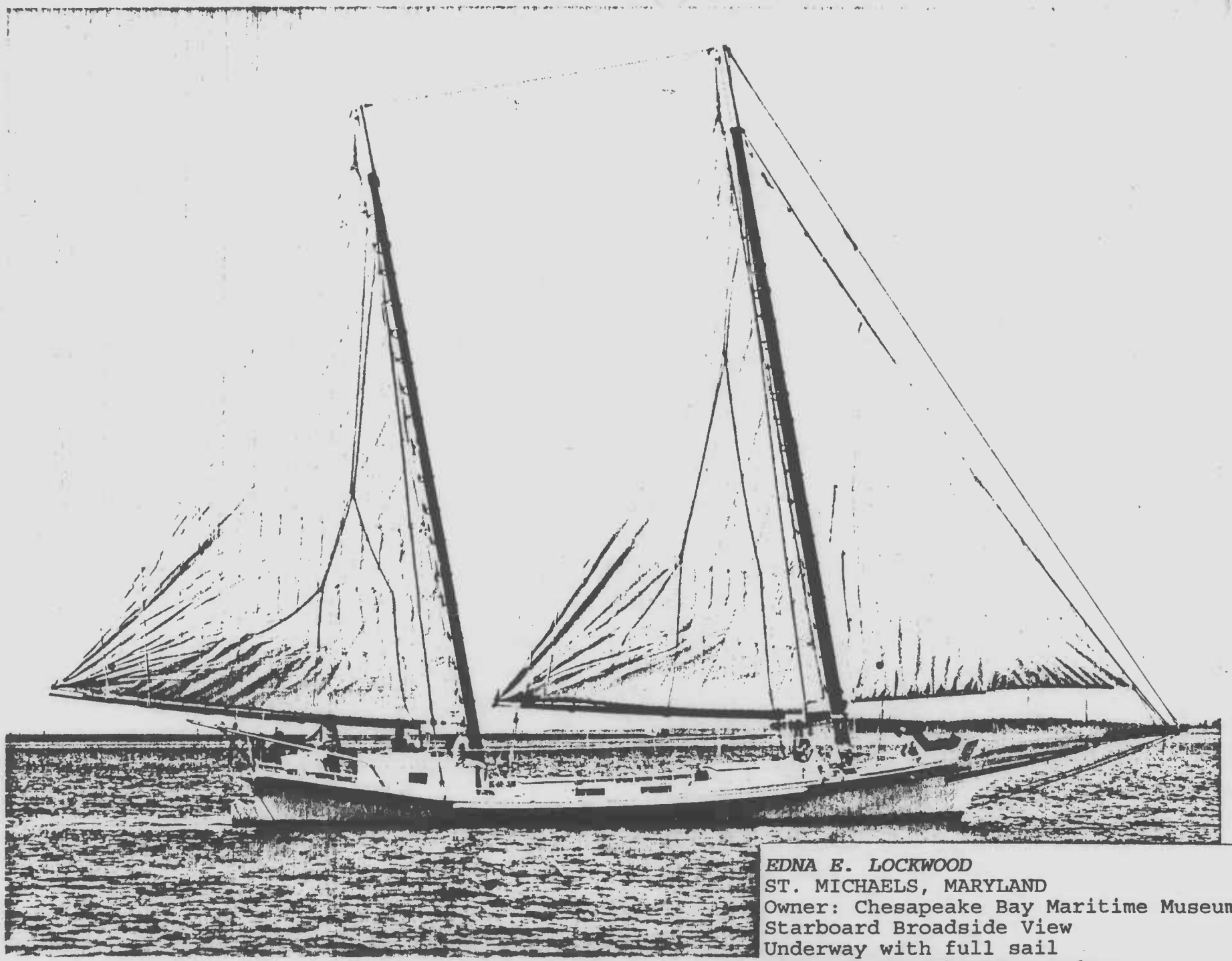
Name/Title: Ralph E.Eshelman, Maritime Historian
Academy of Natural Sciences
Benedict Estuarine Research Laboratory
Benedict, Maryland 20612

Telephone: (301) 274-3134 or (410) 326-4877

Date: August 25, 1993

Using the National Register Nomination prepared by Richard J. Dodds, Maritime Historian.

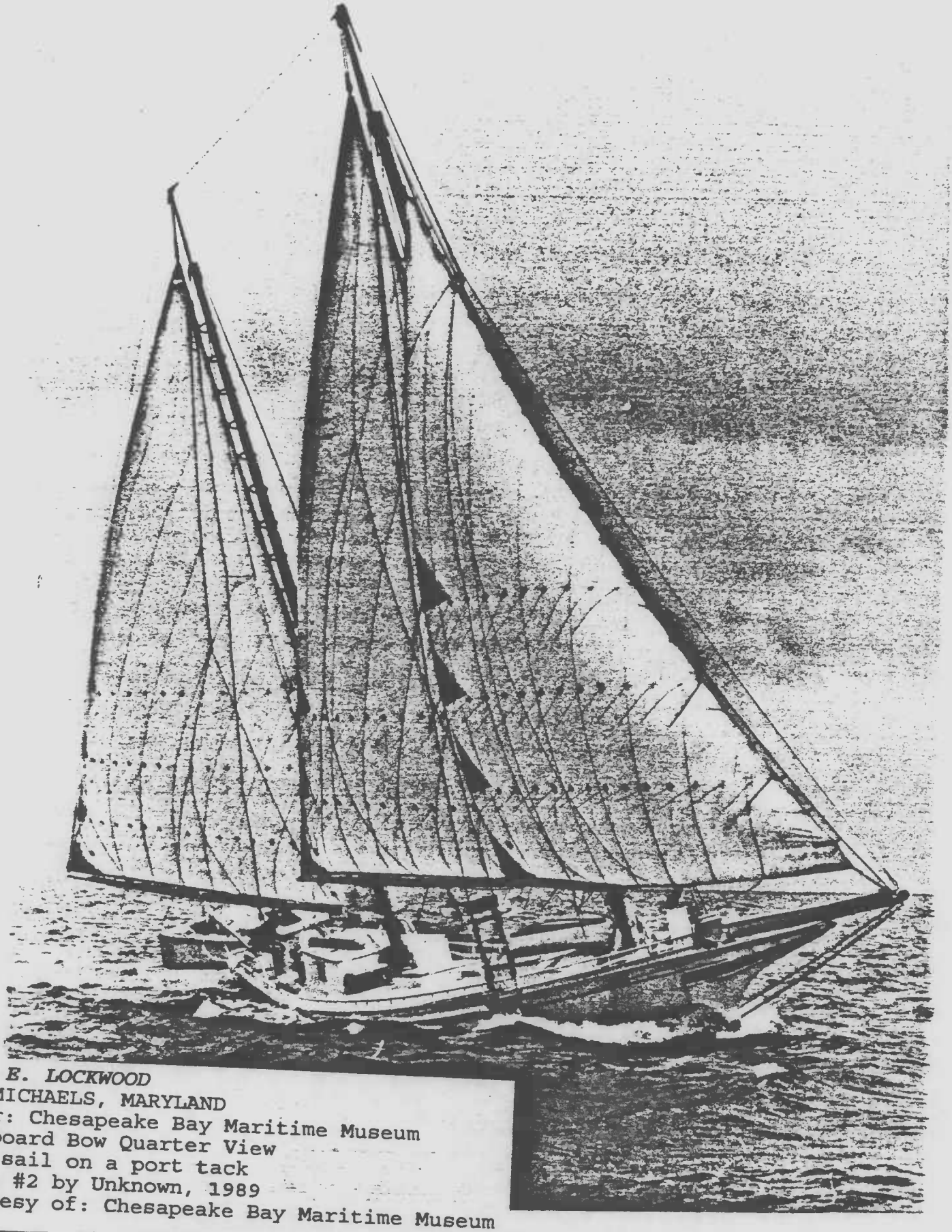

T-516
EDNA LOCKWOOD
St Michaels, MD
UTM COORDINATES: Zone 18
42 93 680 N 393 070 E
Golf Course
Substation
Creek
Cove
Deepwater Point
Long Haul Creek
MILES
Fairview Pt
Broad Creek
OLD RAILROAD GRADE
BM 10
BM 12
BM
Navy Pt
Parrott Pt
Tank
St Michaels
Cem
BM 7
BM 7
San Domingo
Spencer Creek
Little Neck Cr
BM 8
Church Neck Point
Hopkins Point
BROAD CR
33



EDNA E. LOCKWOOD
ST. MICHAELS, MARYLAND
Owner: Chesapeake Bay Maritime Museum
Starboard Broadside View
Underway with full sail
Photo #1 by Unknown, no date

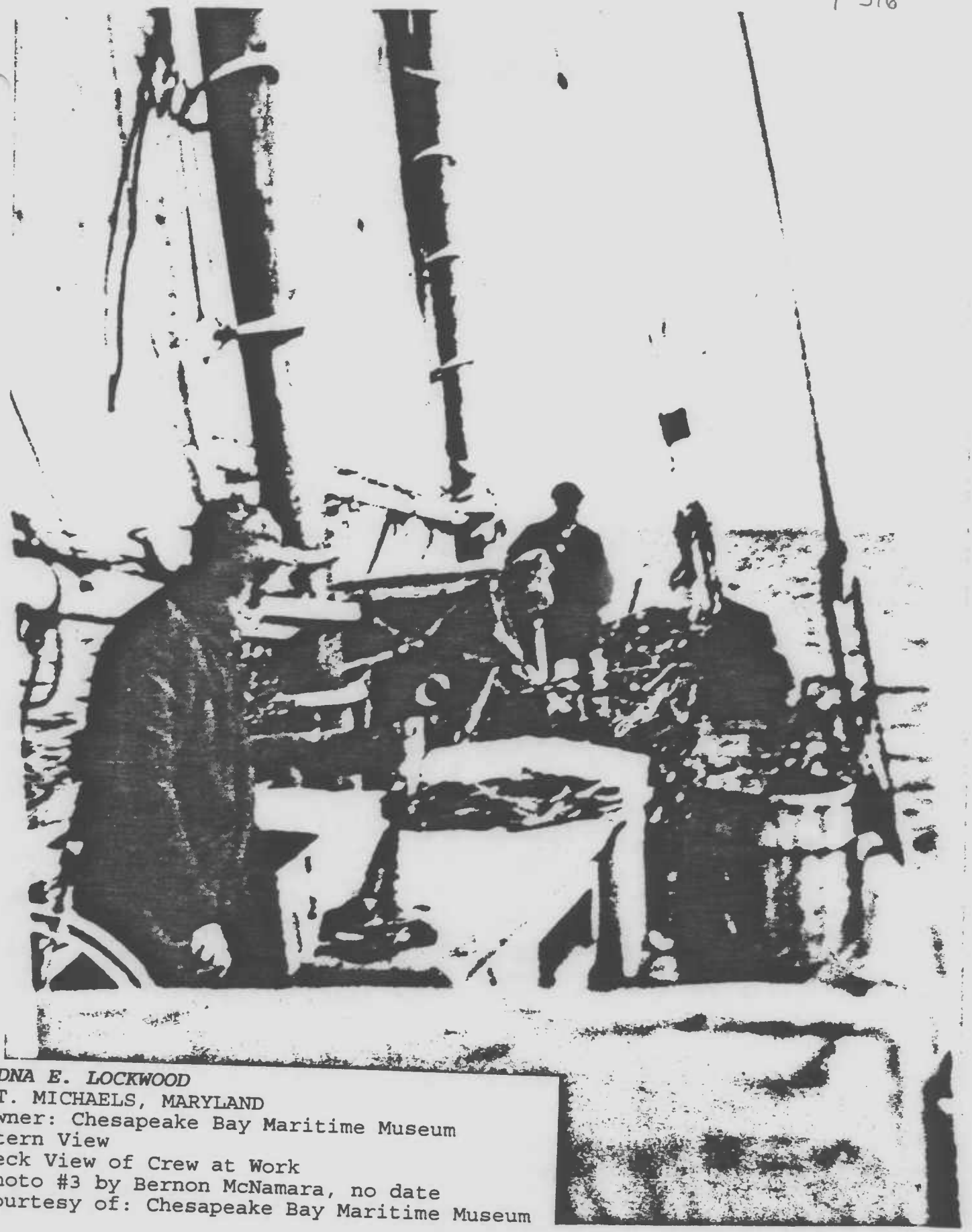
T-516

T-516

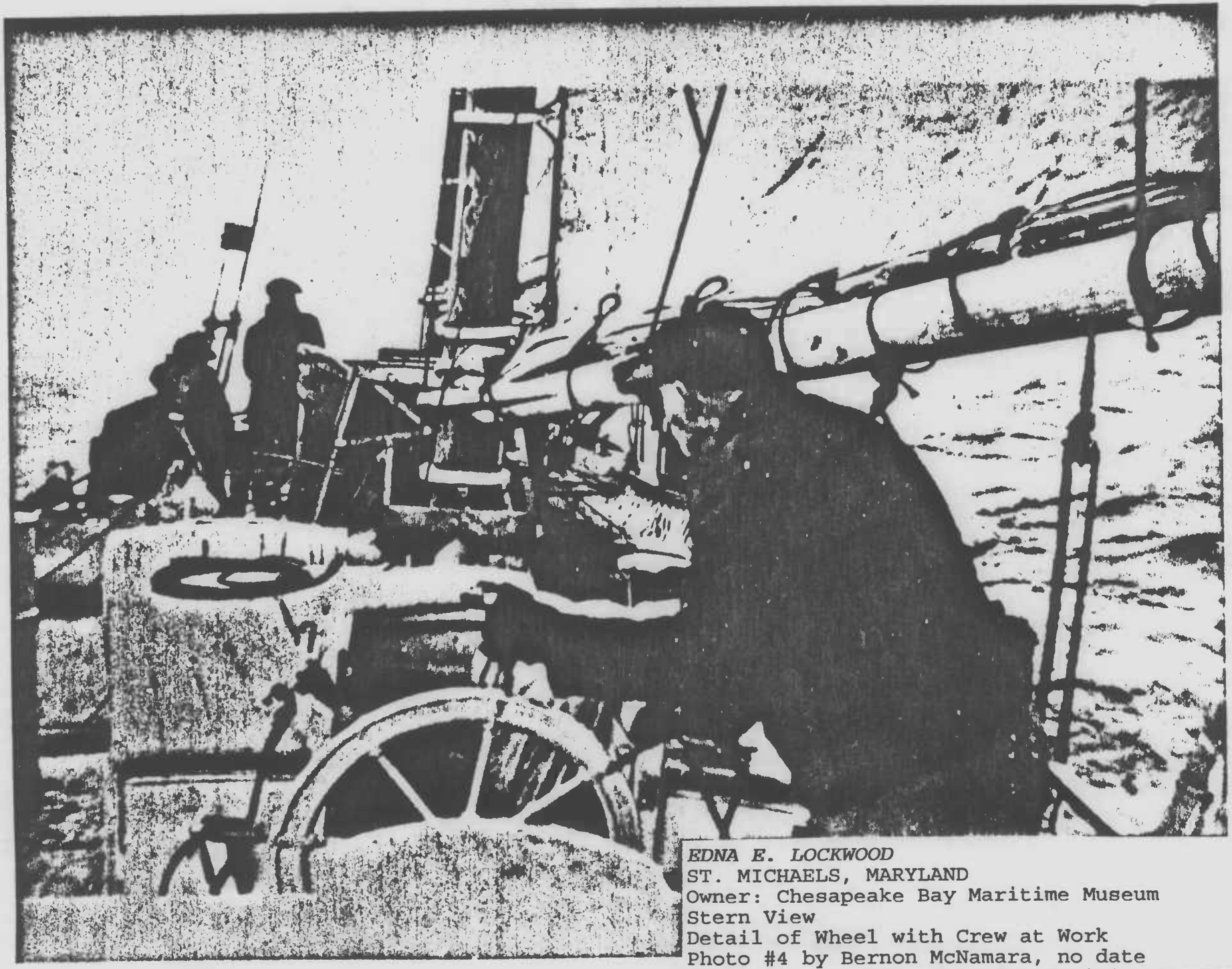


EDNA E. LOCKWOOD
ST. MICHAELS, MARYLAND
Owner: Chesapeake Bay Maritime Museum
Starboard Bow Quarter View
Full sail on a port tack
Photo #2 by Unknown, 1989
Courtesy of: Chesapeake Bay Maritime Museum

T-516

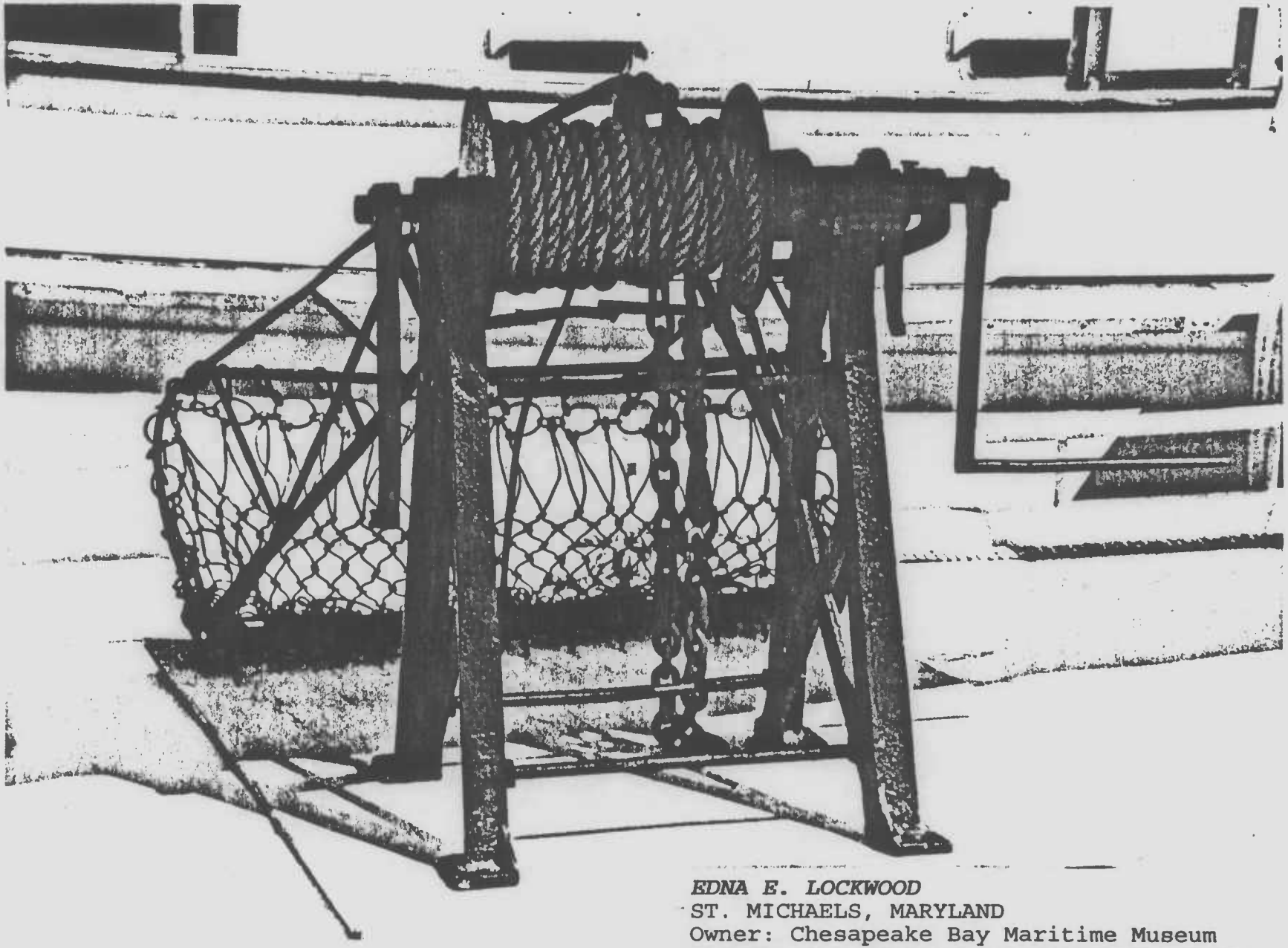


EDNA E. LOCKWOOD
ST. MICHAELS, MARYLAND
Owner: Chesapeake Bay Maritime Museum
Stern View
Deck View of Crew at Work
Photo #3 by Bernon McNamara, no date
Courtesy of: Chesapeake Bay Maritime Museum



EDNA E. LOCKWOOD
ST. MICHAELS, MARYLAND
Owner: Chesapeake Bay Maritime Museum
Stern View
Detail of Wheel with Crew at Work
Photo #4 by Bernon McNamara, no date
Courtesy of: Chesapeake Bay Maritime Museum

T-516



EDNA E. LOCKWOOD
ST. MICHAELS, MARYLAND
Owner: Chesapeake Bay Maritime Museum
Detail of Hand Winder and Oyster dredge
Photo #5 by Candace Clifford, 1990
Courtesy of: NPS National Maritime Initiative

T-516

NPS Form 10-900
(3-82)

OMB No. 1024-0018
Expires 10-31-87

~~T-549~~

United States Department of the Interior
National Park Service

For NPS use only T-516

received

date entered

National Register of Historic Places Inventory—Nomination Form

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic: Chesapeake Bay Bugeye Edna E. Lockwood

and or common: Chesapeake Bay 9-log Sailing Bugeye Edna E. Lockwood

2. Location

street & number: Navy Point, foot of Mill Street — N/A not for publication

city, town: St. Michaels — N/A vicinity of — Congressional District: Second

state: Maryland — code 24 — county: Talbot — code 041

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	X occupied	___ agriculture	X museum
___ building(s)	X private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	X educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
X object	___ in process	X yes: restricted	___ government	___ scientific
	___ being considered	___ yes: unrestricted	___ industrial	X transportation
	X not applicable	___ no	___ military	___ other:

4. Owner of Property

name: Chesapeake Bay Maritime Museum

street & number: Navy Point

city, town: St. Michaels — N/A vicinity of — state: Maryland 21663

5. Location of Legal Description

courthouse, registry of deeds, etc.: U.S. Coastguard Vessel Documentation Office

street & number: Norfolk Federal Building - 200 Granby Mall

city, town: Norfolk — state: Virginia 23510

6. Representation in Existing Surveys

title: Maryland Historical Trust Survey of Traditional Chesapeake Bay Craft — has this property been determined eligible? ___ yes X no

date: 1983 — ___ federal X state ___ county ___ local

depository for survey records: Maryland Historical Trust, 21 State Circle

city, town: Annapolis — state: Maryland 21401

7. Description

T-516

Condition		Check one	Check one
X excellent	___ deteriorated	___ unaltered	___ original site
___ good	___ ruins	X altered	___ moved date N/A
___ fair	___ unexposed		

Describe the present and original (if known) physical appearance

DESCRIPTION SUMMARY:

The Edna E. Lockwood is a 9-log sailing bugeye with partial frame sides, the oldest form of construction of these indigenous Chesapeake Bay workcraft. She was built on Tilghman Island by master boatbuilder John B. Harrison in 1889. She is 53'6" long, has a 15'3" maximum beam, and a 2'7" draft. Her wide beam and shoal draft are ideally suited to dredging oysters from the Chesapeake Bay in the century-old fashion. She carries a three sail bateau rig, and has no auxiliary engine (wind power only). Her hull and topsides are white and her bottom red. Her most significant construction feature, her log bottom, is original to 1889, and she is the only surviving bugeye to maintain integrity of sailing rig and working appearance.

LOCATION: The Lockwood is home docked on the regulated grounds of the Chesapeake Bay Maritime Museum, Navy Point, St. Michaels, Talbot County, Maryland. She is harbored in the county in which she was constructed, and is an integral part of the Museum's interpretation of Chesapeake Bay history to the public.

For General Description, see Continuation Sheet No. 1

GENERAL DESCRIPTION:

Hull - Bottom is of nine logs of Tilghman Island hewn heart pitch pine. The keel log is 6" thick, tapering to 2½" thick at the tips of the outermost or wing logs. The logs are fastened or drifted together with wrought iron bolts. Oak transverse frames run full from the strake (uppermost portion of the hull) to the keel log, and measure 2¼" by 5½" spaced on 2' centers. Hull planking from the wing logs to the sheer is 1½" pine. Deck beams are pine, sided 3 3/4" and molded 5", spaced 2' centers. Heavier deck beams sided 5" support the hatches, mast steps, and deckhouse. Sheer strake above planking is 2¼" by 8" oak, 65' long on each side, and is reinforced belowdecks by 21 hackmatack knees divided between the sides. The centerboard trunk is built up of pine, molded 3½", fastened to the keel log by head blocks molded 4' and sided 12". All hull construction is drifted together using galvanized iron bolts, excepting only the original ungalvanized bolts securing the log bottom.

Deck - King plank reinforcing the bow is two pieces of 3¼" by 4" oak, extending from the stem to the hatch coaming behind the foremast. Covering boards above the sheer strake are of oak seated in bedding compound. Decking is laid fore and aft, of 2¼" by 4" fir, seated in bedding compound with galvanized nails. Decking is secured to the king plank, covering boards, and deck beams. The very sharp canoe stern of the bugeye (almost as narrow as the bow) is decked over with a "patent stern" to provide extra workspace. The patent stern is framed of oak and drifted to the stern post, sheer strake, and covering boards. Cabin and hatch coamings are of oak drifted to the heavy deck beams and to heavy oak flooring attached to the keel log. Hatches are of cedar, while cabin planking is of 2" pine.

Rig - Masts are single trimmed pine trees; the foremast is 12" in diameter at the deck and is 50' high, the mainmast is 9" in diameter and 46' high. Both are stepped in boxes of oak framing fastened to the keel log. Masts are raked in traditional Chesapeake Bay fashion at an angle of roughly 15 degrees, or 13" for every six vertical feet. This extreme rake allowed easier reefing, facilitated unloading the hold, and most importantly kept the center of force exerted by the sail roughly constant no matter how much sail was unfurled. Standing rigging consists of galvanized wire stays without spreaders for each mast, wire jibstays and bowsprit shrouds, and chain bobstays. Running rigging is of hemp, with jib, fore, and mainsheets all on travellers. Sails are Dacron, with areas of 494.56 sq. ft. (jib), 594.74 sq. ft. (fore), 624.49 sq. ft. (main), a total of 1713.79 sq. ft. of sail.

Status - The Edna E. Lockwood was launched in 1889 without the wheel steering gear and patent stern she now carries. Both were installed prior to 1910, and the Lockwood carried them throughout her later career. These modifications have long been accepted as the standard equipment of the classic bugeye.

See Continuation Sheet No. 2

GENERAL DESCRIPTION (continued)

When the Museum acquired the Lockwood in 1973 she was in near sinking condition. By 1975 major restoration was imperative if the last working bugeye were to be saved in any capacity. Naval architect John Lord documented her appearance before work began to ensure the fidelity of the project, and Tilghman Island master boatbuilder Manyard Lowery supervised the crew. Restoration was conducted in the techniques of 1889 and in accordance with Mr. Lord's plans representing 1910 to the present. The only changes were carrying the partial framing down full to the keel log for added strength, using heavier members in spots such as the king plank, again for added strength, and applying galvanized metal and modern wood preservatives throughout. This restoration does not detract from the integrity of the Lockwood; wooden working vessels are typically subjected to heavy wear and deterioration, and must be constantly maintained and repaired throughout their active careers. The Museum's painstaking and carefully-documented restoration efforts, carried out using traditional boatbuilding technology and skills, have returned this vessel to working condition.

8. Significance

T-516

Period	Areas of Significance—Check and justify below				
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion	
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science	
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture	
___ 1600–1699	___ architecture	___ education	___ military	___ social/ humanitarian	
___ 1700–1799	___ art	___ engineering	___ music	___ theater	
X 1800–1899	X commerce	___ exploration/settlement	___ philosophy	X transportation	
X 1900–	___ communications	___ industry	___ politics/government	X other (specify) maritime	
		___ invention			

Specific dates 1889 **Builder/Architect** John B. Harrison

Statement of Significance (in one paragraph)

Applicable Criteria: A, C
Applicable Exceptions: none
Significance Evaluated: national

SIGNIFICANCE SUMMARY:

The Edna E. Lockwood is the last Chesapeake Bay bugeye to retain her sailing rig and working appearance, and is the only unaltered representative of the fleet of such vessels which once harvested the great Maryland oyster fishery and formed a major element of Maryland commerce before the improved highway. Her maritime significance is vested in her log hull, one of the largest in existence. Log construction derives from the Indian canoe, and has been called the only truly indigenous American hull form. Her commercial significance begins with her design tailored to oyster dredging. From her first season as a dredge boat in 1889 to her last in 1967 she witnessed a two thirds decline in bushels of Maryland oysters taken, constituting the decline of a great Atlantic fishery. In the summer Lockwood and the other bugeyes hauled produce and lumber from the Bay watershed to the urban markets of Washington, D. C. and Baltimore. With oyster hauls worsening and the summer produce transportation network taken over by trucks, most bugeyes were abandoned or converted to power. Edna E. Lockwood alone preserved her sailing rig, and today represents a craftsmanship, a fishery, and a waterborne commerce and way of life near vanished from this significant marine region of the United States.

For History and Supporting Documentation, see Continuation Sheet No. 3

HISTORY AND SUPPORT:

The Edna E. Lockwood was built on Tilghman Island in 1889 by master builder John B. Harrison. Chesapeake Bay historian M. V. Brewington asserts that Harrison's craft "certainly exceeded the average bugeye in speed and beauty;"[1] the Edna E. Lockwood's clean lines do much to bear out his comment. Like all bugeyes, Lockwood was designed with a shoal draft and a centerboard for working in the shallow Bay, and with a broad beam for the dual tasks of handling the large hand-wound oyster dredge gear of the day and stowing the oysters it took in.

The Lockwood's hull itself represents the oldest tradition of Bay boat-building, that of the log canoe. Nine logs hewn by hand and secured with iron bolts form her bottom and lower sides. The keel log in the center is the heaviest, and four others extend to either side. She retains the double ended or sharp sterned configuration common to Bay canoes, which derives from the original Indian one log dugouts. Framing and planks above the logs finish the sides, and anticipate the rise to dominance of all frame construction by 1900. A heavy deck to support her dredge gear completes her hull.

The rigging above the deck, like the hull, is traditional Chesapeake Bay. Her three triangular "leg of mutton" sails were easy to handle under dredging conditions, and could be doused quickly in the sudden storms known to the region. Additionally, her gracefully raked masts extending back over her hatch provided a practical method of hoisting the oysters from the hold. All these special adaptations of hull and rig are visible testimoney to the stringent requirements of old style oyster dredging and of Bay sailing in general, requirements which Harrison's Lockwood admirably fulfilled.

From soon after her 1889 completion until 1896 she dredged oysters out of Tilghman Island under a number of owners. After 1896 she passed into the ownership of John F. Tall and into a period of change. Her home port became Cambridge, Maryland on the Choptank River. At some time soon afterwards her sharp canoe stern received its patent stern platform, which lent extra workspace, as well as a new wheel steering system. Most importantly, a powered dredge winder replaced the hand winders, which were notorious for the back-breaking effort required to turn them. The power winders greatly improved working conditions in the oyster fleet and did much to end the infamous"shanghaiing" caused by perpetual labor shortages.

See Continuation Sheet No. 4

HISTORY AND SUPPORT:

By 1910, when she passed into the ownership of J. Hillary Wingate and a partner, she assumed the classic Bay bugeye appearance which she alone retains today. During Wingate's ownership her commercial activity was divided between winter oystering and the summer produce hauling trade. Throughout the first half of this century the Bay workboats remained the cheapest way for shoreline farmers to ship and market produce, fostering an extensive water-dependent transportation system and economy. Dozens of boats would tie up every day at Baltimore's Long Wharf or in the Washington, D. C. basins to unload fresh foodstuffs and attempt to contract return consignments of coal or supplies for the isolated Bay communities. Edna E. Lockwood and her sisters flourished in this seasonal activity during the 1920s and 1930s.

After the Second World War, however, conditions turned against the bugeyes. The oyster harvest continued to decline, and the smaller, plank built skipjacks offered watermen and owners a larger profit margin than the more expensive bugeyes. At the same time, improved roads and trucking lines captured the summer produce shipping trade, removing half the year's livelihood for the bugeye investors and crew. The sail bugeyes quickly succumbed to this double impulse. Most were converted to powered oyster buy boats or crab dredge boats, or simply abandoned. The Lockwood stayed in sail through the decline years under veteran Captain Ivy McNamara for owner Wingate.

In the 1960s she passed to her last working owner, William Johnson, who dredged her in the 1965-1966 and 1966-1967 seasons. Now the only unaltered bugeye, Edna E. Lockwood had finally become too weak for dredging. She was acquired by John Kimberly, and given by him to the Chesapeake Bay Maritime Museum. She passed into museum care with almost the exact working rig and equipment she bore in her heyday in 1910.

The poor condition which forced the Lockwood's retirement in 1967 presented the museum with an immediate decision. The vessel would have to be painstakingly restored, a major undertaking, or else left as a strictly static exhibit, possibly even sinking at her moorings. The decision was made to restore, and a major fund-raising effort got underway. Naval architect John Lord's plans assured the fidelity of the work, and Manyard Lowery brought his Tilghman Island boatbuilding skill and tradition to the project. The Edna E. Lockwood retained the original log bottom Harrison carved, original rig, and appearance exactly as in 1910, and in 1979 she was relaunched in the presence of Mrs. John B. Harrison.

See Continuation Sheet No. 5

HISTORY AND SUPPORT (continued)

The Lockwood embodies the maritime traditions of small boatbuilding, log construction, the harsh conditions which lay behind the profits, and the eventual coming of improved working conditions on the water. She represents a more isolated and independent life in the Bay counties, a time when the bugeye crews harvested the Bay and provided a vital commercial link for its scattered communities. In short, the Edna E. Lockwood provides a window into the broad scope of daily life and trade in the Chesapeake Bay region.

Footnote

[1]Marion V. Brewington, Chesapeake Bay Bugeyes, Newport News, Va.: The Mariner's Museum, 1941, p. 64.

9. MAJOR BIBLIOGRAPHICAL REFERENCES:

Brewington, Marion V. Chesapeake Bay Bugeyes. Newport News, Va.: The Mariner's Museum, 1941.

---------- Chesapeake Bay Log Canoes and Bugeyes. Cambridge, MD: Cornell Maritime Press, 1963.

Burgess, Robert H. This Was Chesapeake Bay. Cambridge, MD: Cornell Maritime Press 1963.

de Gast, Robert. The Oystermen of the Chesapeake. Camden, Maine: International Marine Publishing Co., 1970.

Kepner, Charles H. The Edna E. Lockwood. St. Michaels, MD: The Chesapeake Bay Maritime Museum, 1979.

McNamara, Vernon. Interview with Erik G. Ledbetter, Intern, Chesapeake Bay Maritime Museum. Given by phone, St. Michaels, MD, June 1985.

U. S. National Archives. Record Group #41: "Records of the Bureau of Marine Inspection and Navigation." Washington, D. C.: 1899-1918.

Wennersten, John R. The Oyster Wars of the Chesapeake Bay. Centerville, MD: Tidewater Publishers, 1981.

9. Major Bibliographical References

T- 516

See Continuation Sheet No. 5.

10. Geographical Data

Acreage of nominated property less than one acre

Quadrangle name St. Michaels, MD **Quadrangle scale** 1:24000

UTM References

	Zone	Easting	Northing
A	18	394090	4293700
B			
C			
D			
E			
F			
G			
H			

Verbal boundary description and justification This active sailing vessel is docked at the location indicated in Item 2. Historic boundaries are coterminous with the hull.

List all states and counties for properties overlapping state or county boundaries

state n/a	code	county	code
tate	code	county	code

11. Form Prepared By

name/title	Richard J. Dodds, Manager, Curatorial Affairs		
organization	Chesapeake Bay Maritime Museum	date	July 22, 1985
street & number	Navy Point	telephone	(301) 745-2916
city or town	St. Michaels	state	Maryland 21663

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

X national ___ state ___ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature 1-3-86

title STATE HISTORIC PRESERVATION OFFICER **date**

For NPS use only

I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest: **date**

Chief of Registration

GPO 911-399

T-516
EDNA E. LOCKWOOD (bugeye)
St. Michaels, Maryland

This vessel is a 53.6' long nine-log bugeye in the collection of the Chesapeake Bay Maritime Museum, St. Michaels, Maryland. With a beam of 15.3' and a depth of 2.7', her gross registered tonnage is 10. She carries a two-masted, sharp-headed schooner rig. Built in 1889 in Tilghman, Maryland by noted boatbuilder John B. Harrison, EDNA E. LOCKWOOD is significant for being the last surviving sailing log bugeye on Chesapeake Bay and the last bugeye to operate in the oyster-dredging fleet until her retirement in 1967. She was extensively restored by the Museum in 1979.

Survey No. T-516

Magi No. 2105165633

DOE __yes __no

Maryland Historical Trust
State Historic Sites Inventory Form

1. Name (indicate preferred name)

historic EDNA E. LOCKWOOD

and/or common Bugeye CBMM 67-155-1

2. Location

street & number Mill Street ___ not for publication

city, town St. Michaels ___ vicinity of congressional district

state Maryland county Talbot

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	_x_ occupied	___ agriculture	___ museum
___ building(s)	_x_ private	___ unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	_x_ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
_x_ object	___ in process	___ yes: restricted	___ government	___ scientific
	___ being considered	_x_ yes: unrestricted	___ industrial	_x_ transportation
	_x_ not applicable	___ no	___ military	___ other:

4. Owner of Property (give names and mailing addresses of all owners)

name Chesapeake Bay Maritime Museum

street & number telephone no.: 745-2916

city, town St. Michaels state and zip code Maryland 21663

5. Location of Legal Description

courthouse, registry of deeds, etc. liber

street & number folio

city, town state

6. Representation in Existing Historical Surveys

title

date ___ federal ___ state ___ county ___ local

depository for survey records

city, town state

7. Description

Survey No. T-516

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	___ original site
___ good	___ ruins	X altered	___ moved date of move _____
___ fair	___ unexposed		

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

This vessel is a nine-log bugeye, measuring 53.6' in overall length, with a beam of 15.3' and a register depth of 2.7'. Her gross registered tonnage is ten. She carries a two-masted, sharp-headed schooner rig, typical of bugeyes. The vessel was built in 1889 in Tilghman, Maryland, by noted boatbuilder John B. Harrison. She was the last bugeye to work in the oyster-dredging fleet, retiring in 1967. In 1979 she was extensively restored by Maynard Lowery and the boatbuilders at the Chesapeake Bay Maritime Museum, a process that was documented in detail by the Museum. Since that time the EDNA E. LOCKWOOD has served as a floating exhibit at the Museum and is in sailing condition. She is painted the traditional Bay vessel color of white, with red, yellow, and bright-work trim.

In shape, the bugeye (like its smaller relative the log canoe) is double-ended. The EDNA E. LOCKWOOD has a squared-off patent stern overhanging the sharp, raking stern, and a longhead, or clipper, bow over a raking stem. Built of nine loblolly pine logs, the bottom part of her hull was originally fastened with wrought-iron drifts. During restoration in 1979 these were found to have crystallized over the years so double-sawn oak ribs were installed to strengthen the original log hull. Planking, of 1 1/2" pine, carvel-fitted above the logs, was replaced in the restoration, as were the original deck timbers, deck planking, oak sheer strake, and deck structures. Twenty-one natural hackmatack knees were added where the original hull had only eight. The masts, booms, clubs, and sails that were with the vessel when she was donated to the Museum in 1967 are still is use. Both the original process of log building, and the vessel's restoration were detailed in Charles Kepner's monograph, The EDNA E. LOCKWOOD, published in 1979 by the Chesapeake Bay Maritime Museum. The bugeye had been fitted with a diesel engine, which was removed during the restoration.

The LOCKWOOD carries a sharp-headed schooner rig on two masts, with the foremast taller than the main. Both masts are raked well aft, and have booms jawed to them. The main boom extends well out over the stern, and rests on the davits rigged for the pushboat. Both fore and main-sails are carried on 17 wooden hoops each on their respective masts. The jib has a small club along its foot. Sails are now of dacron. The mainmast is set up with single shrouds, the foremast with double shrouds, and all are set up with deadeyes. There are boards for running lights in the foremast shrouds. The bowsprit, hexagonal and rounded at its end, is let into a sampson post on the foredeck; it is set up with two bobstays of chain and cable, and two bowpsrit shrouds. A forestay and jibstay are led out to the end of the bowsprit, and a jumper stay runs between the tops of the masts. These complete the standing rigging. Topping lifts run to the ends of the booms. In addition to her sailing rig, the vessel carries a pushboat suspended on pipe davits over the stern. Her original pushboat is ashore, in the collections of the Museum.

The bugeye is flush-decked, with a patent stern rising 5" off the main deck at the stern. The patent stern, extending over the water, is formed of slotted boards. There are several deck structures, including a wheelbox, a trunk cagin aft, a centerboard hatch, and a small, hinged forward hatch leading to the forepeak. The cabin trunk measures 8'8" long by 7'6" wide, standing 2' high and is fitted with a slide. The centerboard hatch measures 4' long by 4'6" wide and stands 9 1/2" high. The forward hatch is 6'7" long by 7'4" wide, in two sections. The deck is surrounded by a foot-high pinrail and

7. Description

Survey No. T-516

Condition		Check one	Check one
___ excellent	___ deteriorated	___ unaltered	___ original site
___ good	___ ruins	___ altered	___ moved date of move _____
___ fair	___ unexposed		

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

there are hawse-holes in the lograil at the bow, used for mooring.

The LOCKWOOD is painted the traditional white, with a red stripe on her hull at the bottom of the sheer plank and yellow trim on the deckhouse roof and hatch covers. The spars are white with brightwork trim. On her longhead bow she carries trailboards with the name EDNA LOCKWOOD gilded in relief carving on a black ground, with the carved motifs of eagle, flag/shield, and arrows detailed in red, white, blue, and gold. There is a scrolled billet-head, painted green with a white leaf motif.

8. Significance

Survey No. T-516

Period	Areas of Significance—Check and justify below				
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion	
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science	
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture	
___ 1600–1699	___ architecture	_x_ education	___ military	___ social/ humanitarian	
___ 1700–1799	___ art	___ engineering	___ music	___ theater	
_x_ 1800–1899	_x_ commerce	___ exploration/settlement	___ philosophy	_x_ transportation	
___ 1900–	___ communications	___ industry	___ politics/government	___ other (specify)	
		___ invention			

Specific dates 1889 **Builder/Architect** John B. Harrison

check: Applicable Criteria: __A __B __C __D
and/or
Applicable Exception: __A __B __C __D __E __F __G

Level of Significance: __national __state __local

Prepare both a summary paragraph of significance and a general statement of history and support.

This vessel is significant for being the last surviving sailing log bugeye on Chesapeake Bay, and the last bugeye to operate in the oyster-dredging fleet until her retirement in 1967. Built in 1889 by noted local boatbuilder John B. Harrison, the EDNA E. LOCKWOOD is also of importance as a surviving example of Harrison's early work. Her status as a floating and sailing exhibit at the Chesapeake Bay Maritime Museum adds to her significance as an educational vessel that serves to evoke the 19th century days of working sail on the Chesapeake.

The development of the bugeye type--a vessel which borrowed features from the log canoe, ...gy, and Bay schooner-- was directly linked to the development and growth of the ...esapeake oyster fishery, which began on a professional scale in the 18th century. The vessels used by these early tongers were log canoes, which were sailed or paddled. The dredge was first introduced into the Chesapeake by northern oystermen about 1810. Too large and heavy to be employed successfully by the small local canoes, dredges prompted the building of larger canoes, up to 40' long. The dredge was quickly found to be too efficient, depleting the oyster beds, and was prohibited in both Virginia and Maryland waters by 1820.

As the market for oysters continued to grow, Chesapeake watermen enlarged their canoes, adding both length and a cabin to make the "coasting canoe." By 1840 new deepwater oyster beds were opened, and a small dredge, known as a "scrape," was legalized for use in Tangier Sound. This provided the impetus for the building of even larger canoes known as brogans. After the Civil War, the dredge was legalized altogether in waters over 15' deep. The Maryland legislature, at the same time, prohibited the use of steam power on the beds, a measure which ensured the longevity of sail as well as serving conservation purposes.

The legalization of the dredge in the 1870s prompted the development of larger vessels to pull it, and among these was the bugeye. This quickly became the preferred dredging vessel--it was durable, for its log bottom could withstand the loads of oysters; it was easy for the oystermen to build themselves; and its original cost was much lower than that of a framed vessel. In addition, the bugeye had low bulwarks, a shallow draft, and a simple rig that made it easy to sail. The bugeye was essentially an enlarged log canoe with additional wing logs and a deck, and was built by the same methods. The first bugeyes, appearing in the 1860s, were 50' to 60' long, formed from 5 or more logs, with ...med, carvel-planked topsides and a decked-over body. The early keels were quickly

8. Significance

Survey No. T-516

Period	Areas of Significance—Check and justify below				
___ prehistoric	___ archeology-prehistoric	___ community planning	___ landscape architecture	___ religion	
___ 1400–1499	___ archeology-historic	___ conservation	___ law	___ science	
___ 1500–1599	___ agriculture	___ economics	___ literature	___ sculpture	
___ 1600–1699	___ architecture	___ education	___ military	___ social/ humanitarian	
___ 1700–1799	___ art	___ engineering	___ music	___ theater	
___ 1800–1899	___ commerce	___ exploration/settlement	___ philosophy	___ transportation	
___ 1900–	___ communications	___ industry	___ politics/government	___ other (specify)	
		___ invention			

Specific dates **Builder/Architect**

check: Applicable Criteria: __A __B __C __D
and/or
Applicable Exception: __A __B __C __D __E __F __G

Level of Significance: __national __state __local

Prepare both a summary paragraph of significance and a general statement of history and support.

replaced by centerboards.

By the mid-1880s bugeye production had reached its peak. At the same time, the oyster harvest peaked. With its subsequent decline, oystermen began to turn more to building skipjacks, which were more economical and better suited to the smaller catches. By the turn of the century most bugeyes had turned to buying oysters from other vessels rather than dredging and many worked hauling freight in the summertime. As late as the 1930s bugeyes could be seen docked at Pratt St. in Baltimore with loads of watermelons and other Eastern Shore produce. Many bugeyes at this time were converted to power, especially those being used as buy-boats. The last bugeyes of either log or frame construction (a popular alternative method of construction after the 1880s, when the large logs needed for bugeye hulls became scarce) were built before the first World War.

The bugeye type, of which the EDNA LOCKWOOD is a fine example, had a tremendous influence, not only among workboats, where its eminent suitability for oystering sent other vessel types into decline, but also among pleasure boats, where its design was adapted for yachts as early as 1883. It also played a significant role in Bay history, participating in the Oyster Wars between Marland and Virginia watermen, and as a "pirate" vessel, raiding oysters from tongers' or private grounds. Bugeyes were also employed for smuggling liquor during Prohibition. In the peak years of the 1880s and 1890s hundreds of bugeyes sailed Bay waters. Now only the LOCKWOOD remains as a sailing example of a Chesapeake bugeye, although a few other examples of the type have survived, including the converted buy-boat WILLIAM B. TENNISON, now in the collection of the Calvert Marine Museum.

The EDNA E. LOCKWOOD fits well into the history of the bugeye as a vessel type. Built in 1889, she was among the last of the log-bottom bugeyes to be built, as suitably large logs became difficult to find. She was the product of a well-known Tilghman Island boat-builder, John B. Harrison, who gained a reputation for sound, well-built, and pleasing vessels of all types. Harrison enjoyed a 45-year career, building workboats and pleasure craft, and at the end of his career, the famous, experimental log canoes FLYING CLOUD and JAY DEE. Like many of her type, the LOCKWOOD was converted to power with the addition of a diesel engine later in her career. Also, like many bugeyes, she was used for freightin as well as oystering. Typically, she had a patent stern added to increase her deck space aft. This innovation was invented by Joseph Robbins of Cambridge, Md. in 1908 and became a widely used solution among the bugeyes, for the problem of limited deck space aft due to their sharp sterns.

9. Major Bibliographical References

Survey No. T-516

Marion V. Brewington, Chesapeake Bay Log Canoes and Bugeyes (Cambridge, Md: Cornell Maritime Press, 1963)

Charles Kepner, The EDNA E. LOCKWOOD (St. Michaels: CBMM, 1979)

10. Geographical Data

Acreage of nominated property _____

Quadrangle name _____ **Quadrangle scale** _____

UTM References do NOT complete UTM references

A	Zone	Easting	Northing	B	Zone	Easting	Northing
C				D			
E				F			
G				H			

Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
state	code	county	code

11. Form Prepared By

name/title Anne Witty/ M.E. Hayward

organization Maryland Historical Society **date** 5/84

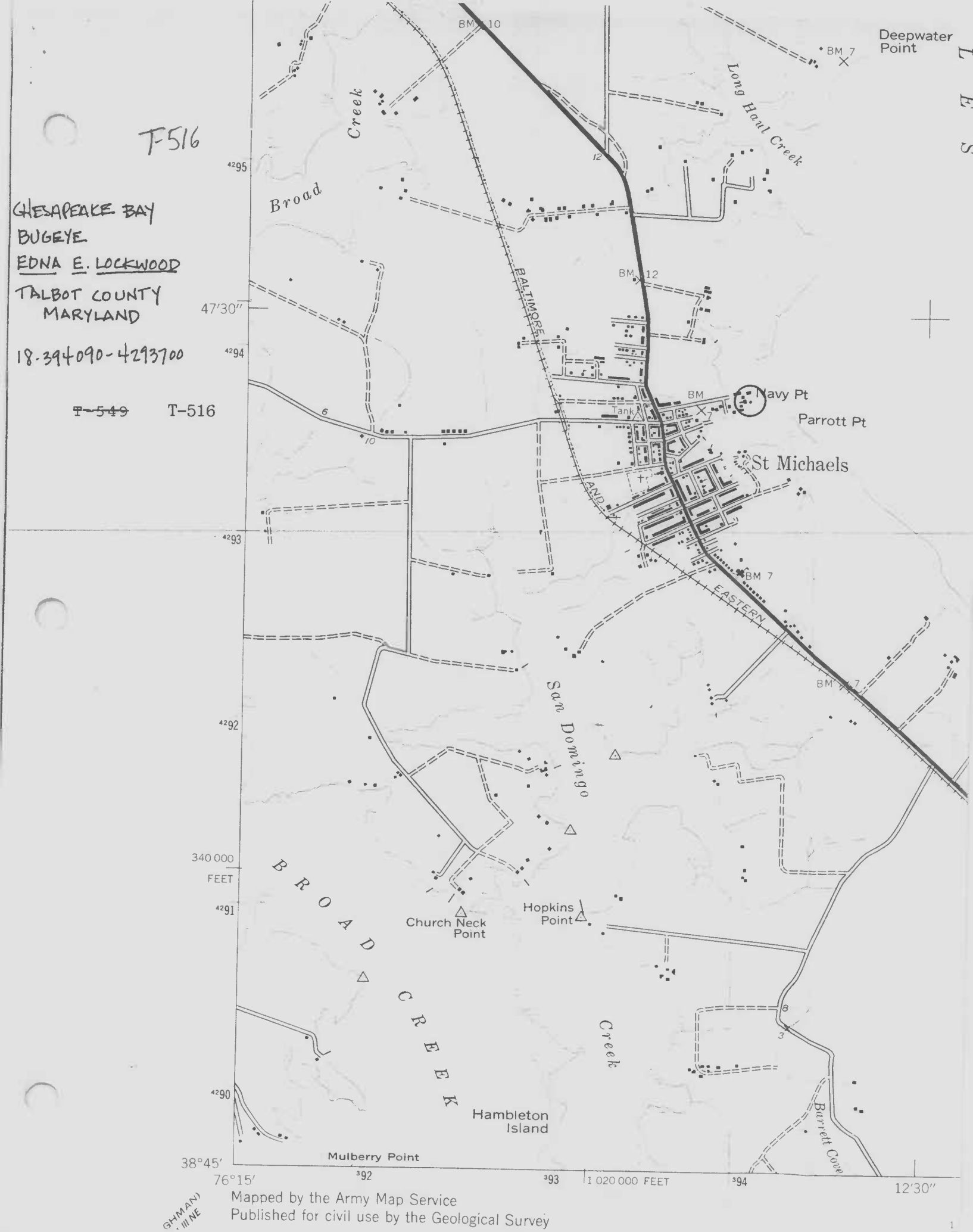
street & number 201 W. Monument St. **telephone** 685-3750

city or town Baltimore **state** Maryland 21201

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438


T-516
CHESAPEAKE BAY
BUGEYE
EDNA E. LOCKWOOD
TALBOT COUNTY
MARYLAND
18-394090-4293700
~~T-549~~ T-516
BM 10
Deepwater Point
BM 7
Long Haul Creek
Broad Creek
4295
BALTIMORE
BM 12
47'30"
4294
BM
Navy Pt
Tank
Parrott Pt
St Michaels
AND
4293
BM 7
EASTERN
San Domingo Creek
4292
340 000 FEET
4291
Church Neck Point
Hopkins Point
BROAD CREEK
Hambleton Island
Barrett Cove
4290
Mulberry Point
38°45'
76°15'
392
393
1 020 000 FEET
394
12'30"
Mapped by the Army Map Service
Published for civil use by the Geological Survey

T-516

EAST VIEW

NORTH EAST VIEW

AIR - NORTHWEST

#1 RAILWAY

T-516

EDNA E. LOCKWOOD
St. Michaels, Md

bow
M. C. Wootton 5/84

367-1

67-155-1
N 1086, roll 4

EDNA LOCKWOOD

T-516

EDNA E. LOCKWOOD
St. Michaels, Maryland

Chesapeake Bay Maritime Museum photograph
c. 1982

367-6

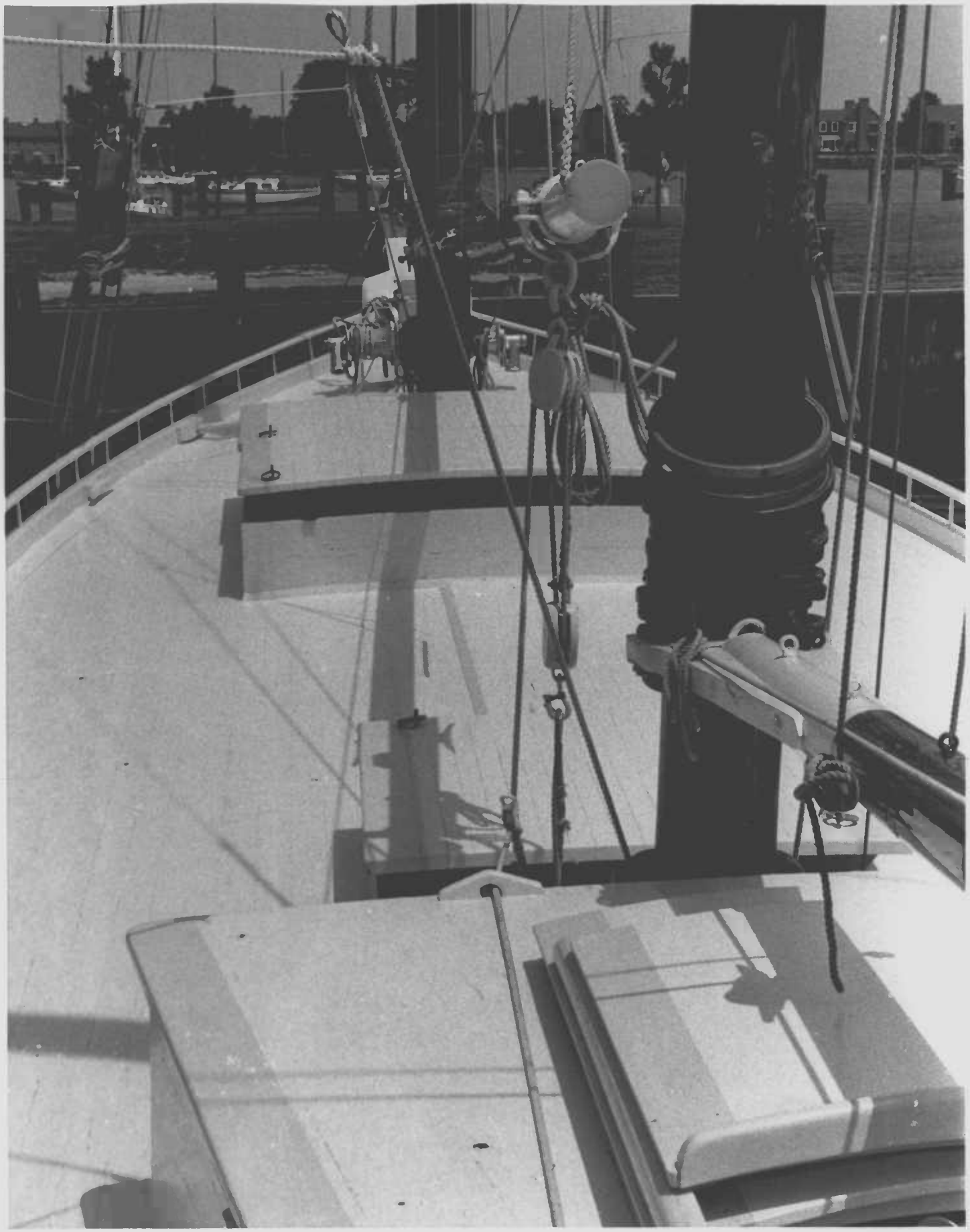
T-516

EDNA E. LOCKWOOD
St. Michaels, Md

stern
M. C. Wootton 5/84

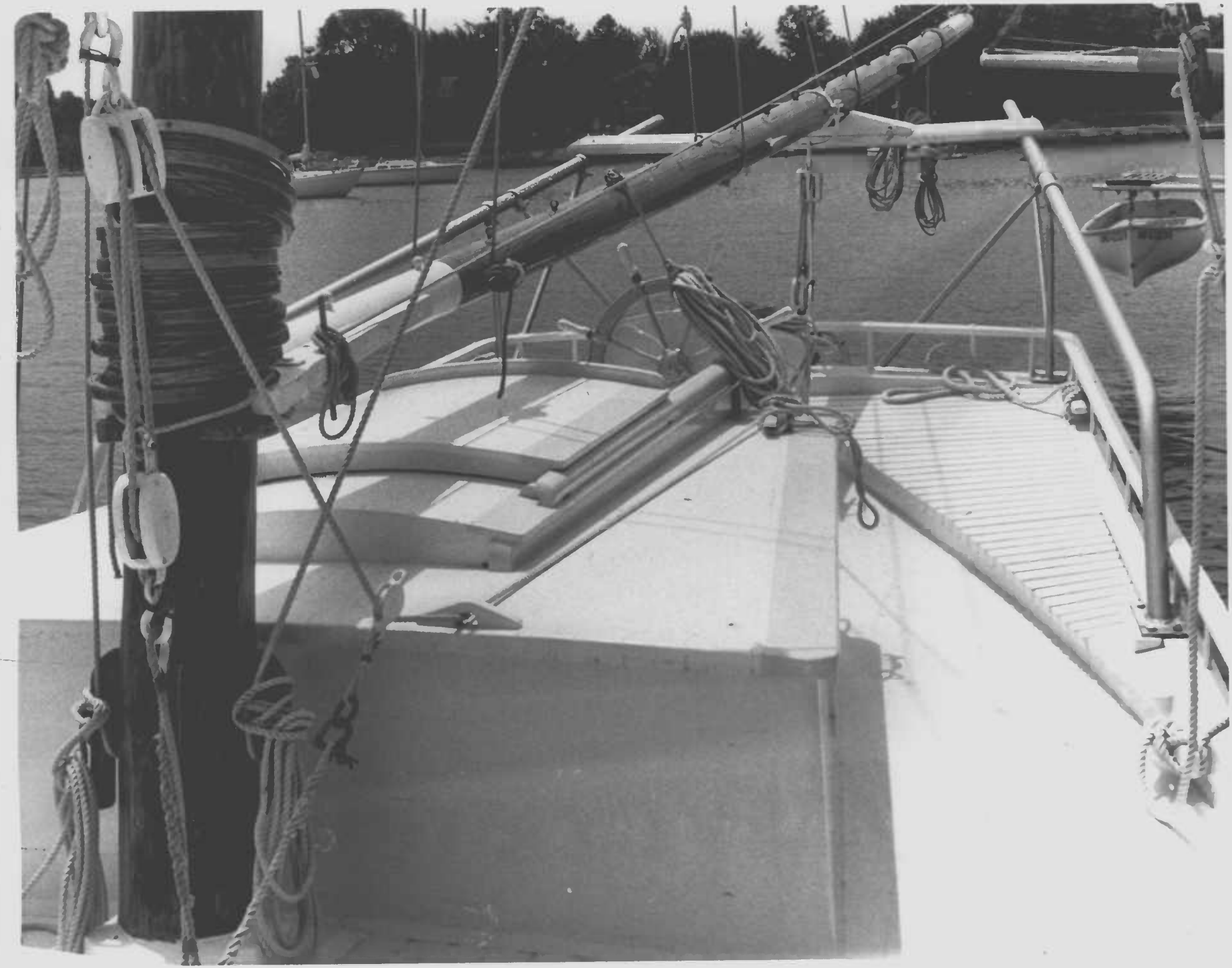
T-516
~~T-549~~

Bugeye, EDNA E. LOCKWOOD
Navy Point, St. Michaels, Md.
Eric Ledbetter
6/10/85
Maryland Historical Trust, Annapoli:
Stern view, port side
1/9



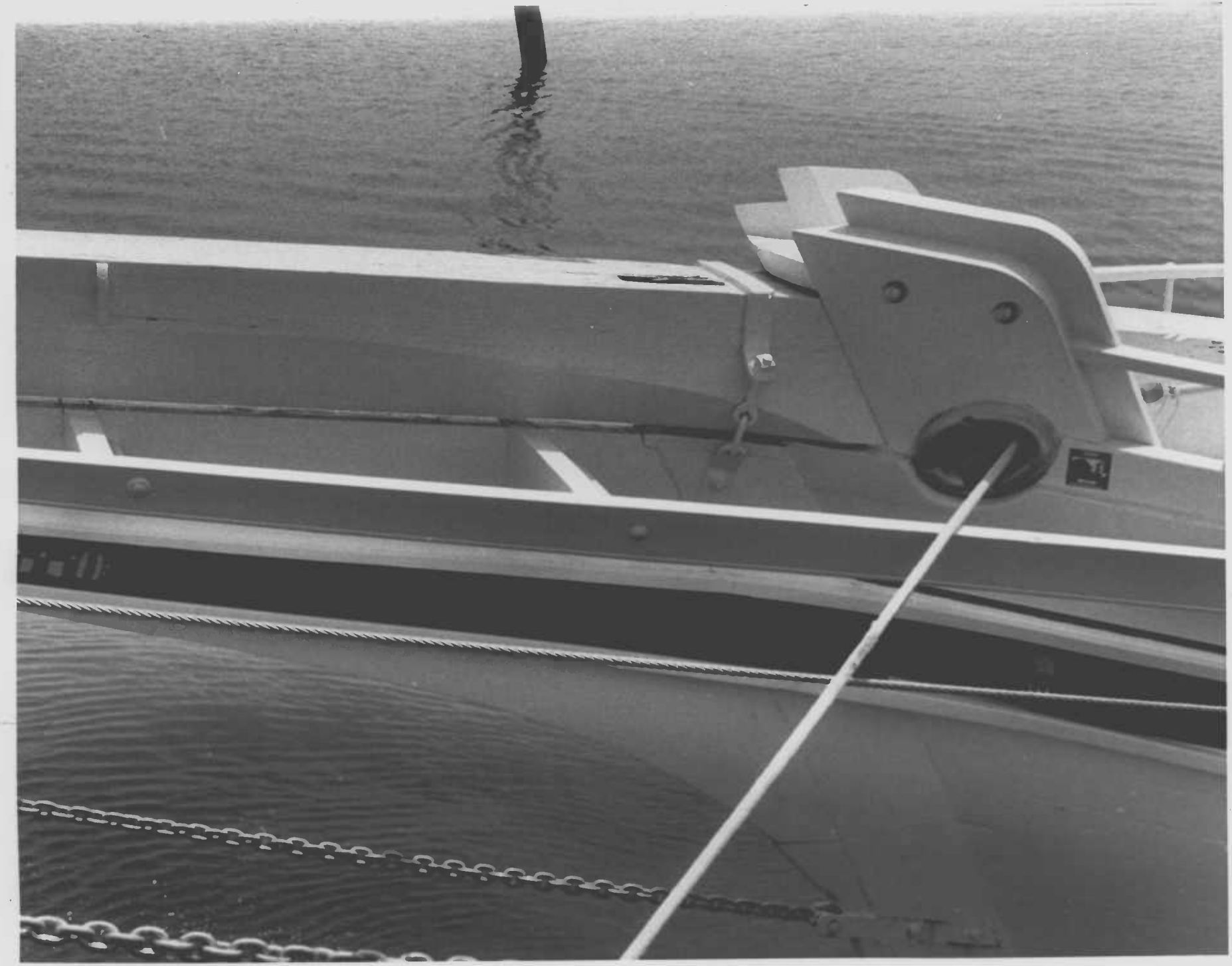
T-516
~~T-549~~

Bugeye, EDNA E. LOCKWOOD
Navy Point, St. Michaels, Md.
Eric Ledbetter
6/10/85
Maryland Historical Trust, Annapolis
Deck view, looking forward
2/9



T-516
~~T-549~~

Bugeye, EDNA E. LOCKWOOD
Navy Point, St. Michaels, Md.
Eric Ledbetter
6/10/85
Maryland Historical Trust, Annapolis Md
Deck view, looking aft
3/9



~~T-546~~ T-546

Bugeye, EDNA E. LOCKWOOD
Navy Point, St. Michaels, Md.
Eric Ledbetter
6/10/85
Maryland Historical Trust,Annapolis Md
Detail of bow, showing trailboards
4/9

Bugeye, EDNA E. LOCKWOOD ~~T-549~~ T-516
Navy Point, St. Michaels, Md.
Eric Ledbetter
6/10/85
Maryland Historical Trust, Annapolis
View from port bow showing clipper stem

5/9

T-516
~~F-549~~

Bugeye, EDNA E. LOCKWOOD
Navy Point, St. Michaels, Md.
Eric Ledbetter
6/10/85
Maryland Historical Trust, Annapolis
Details of forecastle
7/9

I-216
~~I-549~~

Bugeye, EDNA E. LOCKWOOD
Navy Point, St. Michaels, Md.
Eric Ledbetter
6/10/85
Maryland Historical Trust, Annapolis
Detail of wheel and patent stern
8/9

Bugeye, EDNA E. LOCKWOOD ~~T-549~~
Navy Point, St. Michaels, Md. T-576
Eric Ledbetter
6/10/85
Maryland Historical Trust, Annapolis Md.
Detail of rigging and aft cabin
9/9

Fig 3

NR

CHESAPEAKE BAY MARITIME MUSEUM T-516

The "Edna E. Lockwood" the last nine 9-log working bugeye built in 1889 and restored through help by the National Trust for Historic Preservation--a floating exhibit.
~~Photo by Peter Gedeon, Exhibits.~~
~~Please return to the Museum.~~